

Question about rod bolts

Posted by cgktexas - 05 Feb 2011 17:04

When I picked up my 944 I also got some new ARP rod bolts with it.

I wanted to check their legality for this class. When reading the rules, it looked like they might not be legal to use...saw them listed in one of the build threads so I thought I would ask before I sell them.

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Re: Question about rod bolts

Posted by joepaluch - 09 Feb 2011 06:14

944Racer72 wrote:

...Where do you draw the line the replacement hardware? If I need to replace damaged head studs and use Gr 8 hardware in lieu of factory hardware, have I violated a rule? What about other bolts on the engine or other places in the car?...

Rules state the following and describe the intent and how to validate an aftermarket part.

2 General Rules

2.1 Parts

All parts must be stock from one of the eligible year models, except where otherwise noted. Aftermarket parts designed and sold as direct replacements for stock genuine Porsche original equipment parts with no change in performance or weight may be used and will be considered "stock" for the purposes of these rules. Subsequent sections of these rules which specifically state "genuine Porsche OE" will allow use of only original factory produced parts or genuine Porsche OE replacement parts. This is intended to allow general use of non-Porsche branded replacement parts in place of genuine Porsche parts in non performance critical areas to reduce costs. **Aftermarket parts that are sold and/or designed as improvements to factory parts are not considered direct replacement parts for the purposes of rules compliance**

Also general bolts will be treat with basic common sense. Hardware with in the engine will be consider with more detail. Remeber upgrading for relaiblity is some what slipper slope. We have done what we can in the rules to address the known issues in reasonable cost effective fashion. By this point the rules are some 8 years old and nearly all of know issues are addressed in the rules. We do not have specific allowance for certain parts because stock works in those areas. If you see something that is needed for reliability, but is outside current allowances we can discuss and evaluate it based on the normal rules change process.

Re: Question about rod bolts

Posted by cbuzzetti - 11 Feb 2011 17:43

WOW!!!

Too early in the year for rules creep.

Is there was a weak link in theses engine we did not know about?

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Re: Question about rod bolts

Posted by cgktexas - 11 Feb 2011 17:49

Was really just checking before I used them as I had some I picked up cheap. Wasn't asking/looking for a rules change, just seeing if they were allowed in the existing ones.

I didn't want to run afoul of the rules. It just surprised me that you can't find OEM bolts.

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Re: Question about rod bolts

Posted by 944Racer72 - 11 Feb 2011 19:05

cbuzzetti wrote:

Is there was a weak link in theses engine we did not know about?

No, I believe the stock rod bolts are reliable. The question is whether they are available. If not, then an alternative replacement is needed.

I have no interest in a new rule to allow ARP bolts if the OEM can be sourced for a reasonable amount.

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Re: Question about rod bolts

Posted by Sterling Doc - 12 Feb 2011 21:18

Pelican lists more than 100 of the OEM bolts in stock, so I don't see that as an issue at this point.

Though these bolts themselves are a very small issue, they do bring up the point that our rules once contained this statement:

In general, modifications which improve aesthetics, access to systems, safety or reliability will be allowed and encouraged provided they offer no performance advantage whatsoever.

If ARP rod bolts are the same weight, I would think they meet this standard, and cars were built to these rules. There are good reasons why this is no longer in the rules, but it does have a legacy, and "fixing" some of these issues, were it required, might be very difficult.

I suspect there are quite a few cars with this sort of hardware in them out there.

Something we'll need to chew on a bit...

The PCA added a rule for 2011 that specifically allowed non-OEM nut and bolt hardware, provided it did not weigh less than stock [likely to address this issue].

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